RAJYA SABHA

Thursday, 23rd December, 1993
2nd Pausa, 1915 (SAKA)

The House met at eleven of the clock. The Deputy Chairman in the chair.

ORAL ANSWERS TO QUESTIONS

CONSTRUCTION OF AIRPORT AT SHIRDI

*301. SHRIMATI CHANDRIKA ABHINANDAN JAIN : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that the Government of Maharashtra has allotted land for the construction of an airport at Shirdi and has also assured to provide other necessary facilities for the purpose;

(b) if so, what are the details thereof;

(c) whether any decision has been taken by the Central Government in this regard; and

(d) if so, the outcome thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) to (d) The Government of Maharashtra has identified a site near Astagaon village, Taluka Kopergaon, District Ahmednagar for construction of an airport for Shirdi. National Airports Authority has agreed to provide technical consultancy if the State Government would take up the airport project.

SHRIMATI CHANDRIKA ABHINANDAN JAIN : Madam, Shirdi is a place of pilgrimage, it is a place of worship, it is a place of veneration, may be a place of patent belief. Millions of devotees visit Shirdi to have darshan of Sai Baba. Every year millions of devotees go there. I also happen to be one of those devotees who visit Shirdi to have darshan of Sai Baba, and I am sure all of us present here had occasion to visit Shirdi to have proper darshan of Sai Baba. Madam, India is a country full of faiths and temples. People undertake religious yatras and attend religious melas rather than go for pincics and pictures. But I am sorry to state that tourism is a neglected area and it gets a low priority. With a young and dynamic Minister like Mr. Ghulam Nabi Azad who holds the portfolio of Civil Aviation as well as Tourism, I hope that tourism in India will get proper fillip and boost. I also hope that religious places like Shirdi and Khajuraho will get proper infrastructural facilties like roads, STD telephones and airports. In the reply it has been stated that the Government of Maharashtra has identified a place to construct an airport.

उपसभापति : जितना जल्दी सवाल पूछेंगी उतना ही जल्दी जवाब आयेगा।

SHRIMATI CHANDRIKA ABHINANDAN JAIN : I would like to know from the hon. Minister whether, apart from providing technical consultancy, Government will provide financial help. That is part (a) of the question. Part (b) is.....

उपसभापति : वह सैकण्ड सप्लीमेंटरी में पूछ लेना।

SHRIMATI CHANDRIKA ABHINANDAN JAIN : Will the hon. Minister impress upon the State Government to complete the construction of the airport within a particular time-frame?

SHRI GHULAM NABI AZAD : Madam I totally agree with the hon. Member that as far as Shirdi is concerned, a lot of people from all sections of society visit Shirdi for the darshan of Baba, and so we are keen to have some facilities. But one thing is very clear. There are two airports very close by. One is Nasik airport which is about 100 kilometres from Shirdi, where a Boeing can land, and another airport is at Aurangabad, which is barely 160 kilometres from Shirdi and which will take hardly three hours to reach Shirdi. But, apart from that, there

has been a request from the State Government from time to time that an airport should be constructed at Shirdi itself. Keeping that in view, a team of the National Airports Authority visited Shirdi in December 1988 and inspected the site proposed by the State Government near Astagaon. The site was found suitable by the National Airports Authority, and the State Government was advised to acquire an area of land measuring 206 acres if they decide to develop this airport for the Avro type of aircraft or 340 acres of land for operating the Boeing type of aircraft.

They were also advised to obtain the no-objection certificate from the Ministry of Environment and Forests. The State Government has not intimated to us the position regarding the progress made in the acquisition of the land by it. We have also not received any message from the State Government with regard to the NOC which they were supposed to obtain from the Ministry of Environment. However, the State Government in April, 1993 approached the Airports Authority for preparation of a detailed project report, and the National Airports Authortiy has agreed to prepare a detailed report. We have also told them that they should inform us about the scope of the work for finalising the terms and conditions, and we have not received any message so far. Rather in the month of September we have again reminded them that they should tell us the terms and conditions.

Well, in conclusion, I would like to tell the hon. Member that as far as Shirdi and Ajmer are concerned, both are very important religious places where all sections of the society go and pray and pay respect to these big saints. Our Ministry is clear. Let the State Governments construct airports at Ajmer and Shirdi, and the National Airports Authority will construct the terminal buildings and will also provide the Navigational aids.

SHRIMATI CHANDRIKA ABHINANDAN JAIN : I am very happy with the reply given by the hon. Minister. He has given an assurance that the Central Government will do its best to see that construction of airports at Shirdi and Ajmer takes place as soon as possible.

I hail from the city of Bombay. It is the financial capital. There is a lot of traffic congestion. A large number of passengers utilise the facility offered by the Bombay Airport. At the same time, there is a lot of traffic congestion. I would like to know from the hon. Minister what steps are being taken to see that this traffic congestion at the Airport is reduced. Do we have any modernisation scheme to see that the traffic congestion is done away with ?

Secondly, we have another airport, the Sahar Airport, an international airport...

THE DEPUTY CHAIRMAN : This question is very specific regarding Shirdi. So, you ask about Sihrdi. If you want to enquire anything else about Shirdi, I am sure the Minister will reply.. (*Interruptions*).

SHRI SURESH KALMADI : Madam, it is about airports in Maharashtra. ... .. (*Interruptions*).

THE DEPUTY CHAIRMAN : Okay, let us land at every airport.

.. (*Interruptions*).

SHRI GHULAM NABI AZAD : Shirdi is in Maharashtra. As far as modernisation is concerned, I would like to tell the hon. Member that as far as modernisation or air-traffic-control service is concerned, this is one of the major problems we are facing at Bombay and Delhi at the moment. In the coming three years we will be spending Rs. 352 crores as far as modernisation of Bombay and Delhi Airports is concerned. I would also like to tell the hon. Member that the project has been awarded to an

American company on the 19th of March this year only, and this modernisation programme will be completed in the next 30 months.

As far as the terminal building at the International Airport is concerned, I am happy to announce here that the Government has very recently approved the third module at the International Airport. The estimated cost will be about Rs. 85 crores. The work has already started in October, 1993, and the work will be completed in October, 1996.

THE DEPUTY CHAIRMAN : I looked at the question again. It is strictly related to Shirdi. It is not related to anything else. So, you may ask anything else about Shirdi.

SHRI SURESH KALMADI : Madam, to go to Shirdi, because there is no airport at Shirdi, I have to land at Aurangabad.

THE DEPUTY CHAIRMAN : So, you are going via Aurangabad.

SHRI SURESH KALMADI: My question relates to safety at Aurangabad because there was an accident some time back.

What steps have been taken by the Government to increase the length of the runway at Aurangabad ? Have any additional facilities been created to avoid accidents? Is there also any plan to upgrade Pune Airport?

AN HON. MEMBER : You go to Shirdi from Pune also.

SHRI GHULAM NABI AZAD : As far as Aurangabad is concerned, I would like to say it is really a part of Shirdi, because as I had said, it is one of the airports where people land for going to Shirdi.

After the last accident we wanted to extend the Airport. We approached the State Government and said that we would like to acquire about 120 acres of land for extension of the Airport. I am thankful to the State Government for the cooperation they have extended to us. They have already provided us more than 120 acres of land free of cost. We shall now be extending this Airport and the work will start. We will be spending about Rs. 810 lakhs in the near future. This is with the help of OECF. A consultant has already been appointed and the meeting is on 27th of this month. After the concultant gives his consent, tenders will be floated. As far as Pune is concerned....

THE DEPUTY CHAIRMAN : He did not ask about Pune.

SHRI SURESH KALMADI : I asked.

THE DEPUTY CHAIRMAN : Kalmadi had already force-landed at Aurangabad. You cannot land the plane again at Pune.

SHRI SURESH KALMADI : I included this in the question.

SHRI GHULAM NABI AZAD : As far as Pune is concerned, it is an Air Force airport. We have very recently expanded, modified and commissioned the Pune Airport. This is one of the most modern buildings. But apart from this, as far as air safety is concerned, we shall be spending about Rs. 200 lakhs in the very near future on very high frequency omini range and distance measuring equipment. An order has already been placed for it.

THE DEPUTY CHAIRMAN : Mr. Desai, where do you land?

SHRI JAGESH DESAI : Madam, Nagpur is a central place in the whole of the country.

SHRI DAYANAND SAHAI : What about Bihar?

SHRI JAGESH DESAI : Secondly, the Winter Session of the State Assembly and the State Council is held every year in Nagpur. This is not a developed area I would like to know whether there is any expansion programme for the Nagpur Airport. Please give details. I am sure the hon. Minister will look into it because it is a central place and a sensitive place also. I hope they will solve the problems of the Nagpur Airport.

SHRI GHULAM NABI AZAD : In defence to the wishes of the Prime Minister, because he has been contesting from that region—and I am still representing that region—I may say that the present building is inadequate to meet the present and future requirements. There is a proposal to construct a new building capable of handling 325 arrival and 325 departure passengers. Rs. 22 crores will be spent in the coming two years.

SHRI MURLIDHAR CHANDRAKANT BHANDARE: But by what time ?

SHRI GHULAM NABI AZAD : Within two years the work will start.

SHRI JAGESH DESAI : I am very thankful to the hon. Minister.

उप सभापति: श्री सुन्दर सिंह भंडारी । भंडारी जी, आप कहां जा रहे हैं महाराष्ट्र में ।

श्री सुन्दर सिंह भंडारी: उप सभापति जी, आपने इस सवाल का गैमट बढ़ा दिया है, इसलिए मैं मंत्री जी को अंडमान आयलैंड ले जाना चाहता हूं । वहां का जो इस समय एयर बेस बना हुआ है, वह आबादी के बिल्कुल निकट है और वहां पर लैंडिंग और टेक-आफ में वहां के निवासियों को बहुत तकलीफ होती है । दूसरी जगह का एक सर्वे हो चुका है बहुत साल पहले । क्या मैं माननीय मंत्री जी यह आशा रखूं कि वे उसका अध्ययन करके एक नई जगह पर वहां का एयर-बेस शिफ्ट करने का प्रयत्न करेंगे ।

श्री गुलाम नबी आजाद : जहां तक अंडमान निकोबार का संबंध है, मैं ऑनरेबल मेम्बर को कहना चाहता हूं कि 14 साल पहले मैं वहां गया था और बड़ी खुशकिस्मती की बात है कि मैं उस वक्त की जो प्रधानमंत्री थीं, उनके साथ गया था और तकरीबन 14 आयलैंड्स देखे थे । चूंकि यह आज का क्वेश्चन "शिरडी" से संबंधित था और "शिरडी" महाराष्ट्र में है इसलिये मैं महाराष्ट्र की तैयारी करके आया हूं ।

उप सभापति: महाराष्ट्र भारत में है ।

श्री गुलाम नबी आजाद : अंडमान-निकोबार के बारे में मैं आपको लिखकर भेज दूंगा ।

श्री विठ्ठलराव माधवराव जाधव : उपसभापति महोदया, मंत्री जी ने अपने जवाब में अभी बताया कि शिरडी जाने के लिए औरंगाबाद भी एक महत्वपूर्ण स्थान है । औरंगाबाद डवलपमेंट के लिए जापानी एड से और गवर्नमेंट आफ इंडिया की तरफ से एलोरा, अजन्ता केव, एयरपोर्ट आफ औरंगाबाद में सुधार होने जा रहा है । तो मैं जानना चाहता हूं.....(**व्यवधान**)

उप सभापति: शिरडी ।

श्री विठ्ठलराव माधवराव जाधव : शिरडी से औरंगाबाद जाने की बात मंत्री जी ने अपने जवाब में बताई, तो मैं, उसी अनुसार पूछ रहा हूं । तो जापानी एंड और भारत सरकार की तरफ से यह औरंगाबाद का एयरपोर्ट और एयर स्ट्रिप कब आधुनिकतम करने जा रहे हैं । दूसरी बात मैं नान्देड़ से आता हूं । वहां गुरू गोविंद सिंह जी का बहुत बड़ा गुरुद्वारा है । वहां हर साल पांच लाख से अधिक तीर्थयात्री आते हैं और विदेशी भी आते हैं । नान्देड़ में बहुत छोटी सी एयर स्ट्रिप है । तो क्या गवर्नमेंट आफ इंडिया नान्देड़ में एयर स्ट्रिप को एक्सटेंड करेगी ?...(**व्यवधान**)

उपसभापति: बैठिये ।

श्री विठ्ठलराव माधवराव जाधव : मैडम, यह बात इम्पोर्टेंट क्वेश्चन है । तो मैं जानना चाहता हूं कि वहां औरंगाबाद, निजामाबाद और कर्नाटक तक के लोग आते हैं और वायुदूत सेवा भी बंद हो चुकी है । तो मैं माननीय मंत्री महोदय से यह जानना चाहता हूं कि वे एयरस्ट्रिप कब बढ़ा रहे हैं और वहां वायुदूत सेवा कब शुरू करने जा रहे हैं ? यह मेरे दो प्रश्न हैं ।

THE DEPUTY CHAIRMAN : Not like this. This is not Zero Hour that everybody can get up and ask, "give me one minute and give me two minutes." The Minister is replying. Please listen to him.

श्री गुलाम नबी आजाद : मैडम, औरंगाबाद का तो मैं पहले ही कह चुका हू कि ओ.सी.एफ. की स्कीम बनाने वाले हैं, 8 करोड़ खर्च करने वाले हैं और जो कुछ ही दिनों में 27 तारीख को उसकी मीटिंग है। उसके बाद कंसलटेंट जब उसका एप्रूवल देंगे तो फिर टैंडर फ्लोट किए जाएंगे जहां तक नान्देड कांसबेंध है, मैडम, यह स्टेट गवर्नमेंट का एयरपोर्ट है नेशनल एयरपोर्ट आथॉरिटी का एयरपोर्ट नहीं है। तो उसके कंस्ट्रक्शन और एक्सपेंशन का संबंध नेशनल एयरपोर्ट आथॉरिटी के साथ नहीं है। जहां तक हवाई जहाज का संबंध है..... (**व्यवधान**)

THE DEPUTY CHAIRMAN : Not like this. This is not Zero Hour that everybody can get up and ask, "give me one minute and give me two minutes." The Minister is replying. Please listen to him.

श्री गुलाम नबी आजाद : वहां जो लास्ट जहाज चला था, उस वक्त उसका जो सीट फैक्टर था, वह 33 परसेंट था और जबकि वायुदूत में ब्रेक इविन 126 परसेंट पर है। तो जब ब्रेक इविन 126 परसेंट है और उसका लोड फैक्टर 33 परसेंट था, तो 33 परसेंट तो एक आदमी में जहाज भरने वाले की तनख्वाह भी नहीं निकलती।

श्री विट्ठलराव माधवराव जाधव : मैडम, वह जहाज रेग्यूलर चलता था।... (**व्यवधान**) यह बहुत इंपोर्टंट है।

उपसभापति : बैठिए, प्लीज मि. जाधव, बैठ जाइए।

श्री विठ्ठलराव माधवराव जाधव : यह गलत जवाब है मैडम।

उपसभापति : गलत जवाब है तो आप उनको नोटिस दे दीजिए, जरा बैठिए।

Mr. Jadhav, I am not allowing. Please sit down. I have already called someone else.

श्री विठ्ठलराव माधवराव जाधव : कृपा कर उनको जवाब देने दीजिए। हवाई जहाज शुरू करने दीजिए। लाखों सिख वहां जाते हैं और वहां इण्डस्ट्रिलाइजेशन है तथा आंध्र प्रदेश, कर्नाटक और महाराष्ट्र के लोग वहां जाते हैं।

उपसभापति : बैठिए, बैठिए। देखिए, जो क्वेश्चन से संबंधित है, वह तो पूछते नहीं हैं, फिर कहते हैं कि मंत्री जी ने गलत जवाब दिया। यह तरीका नहीं है।

SHRI VITHALRAO MADHAVRAO JADHAV : I want to seek your protection.

THE DEPUTY CHAIRMAN : I will not give protection to a wrong question. I will give you protection, if you put a question relating to the original question Other than that, no protection. I am sorry.

श्री सुशील कुमार संभाजीराव शिन्दे : मैडम, मंत्री जी ने बताया कि शिरडी में एयरपोर्ट बनाने के लिए 206 एकड़ जमीन एवरो को लैंड करने के लिए लगेगी। अगर 206 एकड़ लगेगी तो इसके लिए चार हजार फीट स्ट्रिप होगी और यदि बोइंग 340 को होना है तो छः हजार फीट की स्ट्रिप लगेगी। महाराष्ट्र में शोलापुर, लातूर उस्मानाबाद, रत्नागिरी, अकोला जो माननीय मंत्री महोदय की कंस्टीट्यूंसी थी और चंद्रपुरी में इन सब जगहों में 4 हजार फीट की एयर स्ट्रिप है और वहां भी शिरडी में वह चार हजार फीट की एयर स्ट्रिप बनाने जा रहे हैं। महाराष्ट्र सरकार ने सिविल एविएशन मिनिस्ट्री को लिखा है कि वह यह सब एयरपोर्ट भारत सरकार को देने के लिए तैयार है, एयरपोर्ट आथॉरिटी को देने के लिए तैयार है। तो क्या भारत सरकार शिरडी का होने के बाद अपने अंतर्गत एयरपोर्ट ले सकती है और यदि ले सकती है तो उसका एश्युरेंस मिलेगा, इतना ही मैं पूछना चाहता हूं ? शोलापुर से व्हीस्परिंग गैलरी, बीजापुर, पण्ढापुर जहां हमारे राष्ट्रपति जी जाते हैं, वहां से नजदीक हैं। यह स्ट्रिप बनी हुई है, लैंड टर्मिनल बिल्डिंग भी है लेकिन प्लेन नहीं मिल रहा है। सात साल से एयरपोर्ट वैसे ही रहा है। तो शोलापुर एयरपोर्ट चालू कर सकेंगे यही मैं पूछना चाहता हूं ?

उपसभापति : आप शिरडी से शोलापुर कैसे गए जब एयरपोर्ट नहीं है, प्लेन सर्विस नहीं है तो... (**व्यवधान**)

श्री गुलाम नबी आजाद : मैडम, ऑनरेबल मेंबर ने कहा कि जो छोटी-छोटी हवाई पट्टियां हैं वह

स्टेट गवर्नमेंट नेशनल एयरपोर्ट ऐथोरिटी को दे दे लेकिन नेशनल एयरपोर्ट एथोरिटी ने सभी स्टेट गवर्नमेंट्स को लिखा है कि जो छोटे-छोटे एयरपोर्ट हैं, उन्हें आप ले लो, हमको नहीं चाहिए क्योंकि यह तो हाथी के बोझ के समान है । महोदया, हम स्टेट टूरिज्म को बढ़ाना चाहते हैं । मैं इस सदन में बताना चाहता हूं कि नेशनल एयरपोर्ट ऐथोरिटी या फिर इंटरनेशनल एयरपोर्ट ऐथोरिटी को सरकार की तरफ से कोई भी बजटरी सपोर्ट नहीं है । न पहले मिलती थी और न आगे मिलने वाली है । वह सिर्फ लैंडिंग चार्जेज, पार्किंग चार्जेज, और नैवीगेशनल एड से जो कुछ भी चार्ज करते हैं, उसी से एयरपोर्ट बनाते हैं और इस तरह से अगर हम हर जगह एयरपोर्ट बनाएं और रेवेन्यू एक नए पैसे का भी न आए तो एयरपोर्ट ऐथोरिटी कैसे चल सकती है?

महोदया, इस वक्त 26 ऐसे एयरपोर्ट हैं बड़े-बड़े डिफेंस के हैं और सारा खर्चा टर्मिनल बिल्डिंग-पर हम करते हैं, नैवीगेशनल एड्ज पर हम करते हैं लेकिन जो कलेक्शन होता है पैसे का वह डिफेंस को जाता है । तो 26 एयरपोर्ट ऐसे हो गए और 60 एयरपोर्ट ऐसे हो गए जहां कलेक्शन नहीं होती है। इस तरह से तो नेशनल एयरपोर्ट एथोरिटी और इंटरनेशनल एयरपोर्ट एथोरिटी हो बैठ जाएगी । इसलिए मैं निवेदन करूंगा कि इस तरह की मांगें न रखें और जहां तक नांदेड़ और शोलापुर का संबंध है, यही हाल उनका है । हमारी जो वायुदूत सर्विस थी, वह शुरू में नार्थ-ईस्ट के लिए रखी गई थी और आहिस्ता-आहिस्ता वह सिफारिशों के कारण 105 सेक्टर्स पर पहुंच गई और उसका नुकसान 200 करोड़ पर बैठ गया, इतना हमने उसको ओवररट्रैच कर दिया कि पूरी एयरलाईन ही बैठ गई । आज हमारे पास 16 वायुदूत जहाजों में से सिर्फ 2 ही हैं । इसलिए जब हमारे पास जहाज ही नहीं हैं तो चलाने का संबंध नहीं है ।

*302. *The Questioner (Shri Manmoha Mathur) was absent. For answer* vide.... infra.]

SETTING UP OF MINI-HYDEL PROJECTS

*303. SHRI SANGH PRIYA GAUTAM :

DR. NAUNIHAL SINGH : Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that Government established a cell to provide consultancy and feasibility reports to the potential entrepreneurs to set up mini-hydel projects;

(b) if so, the details thereof;

(c) whether it is a fact that the Indian Renewable Energy Development Agency Ltd., (IREDA) is prepared to finance the mini-hydel projects?

(d) if so, the details thereof;

(e) whether any grants-in-aid are available to the mini-hydel projects; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR) : (a) and (b) No, Sir. However, the Ministry provides financial assistance for detailed survey and investigation and preparation of feasibility-cum-detailed project report for setting up small hydro power projects upto 3 MW capacity.

(c) and (d) IREDA offers soft loans to private and public sector enterprises for setting up small hydro power projects upto 15 MW capacity on irrigation dam-toe and canal drop based sites. IREDA extends loan assistance upto 75 per cent of the cost of the project at 14.5 per cent per annum rate of interest.

(e) and (f) Yes, Sir. The Minister provides capital subsidy from 25 per cent to 50 per cent cost of the acceptable civil, electrical and mechanical works of the project depending upon the category and type of the project, excluding projects eligible under IREDA loan assistance scheme.

*The Question was actually asked on the floor of the House by Shri Sangh Priya Gautam.